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08



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News

10 NEWS
All the latest news and views from the VW scene

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12 LETTERS
Got something to say? Then write in and win a prize!

30 NOSTALGIA
Former Editor Robin Wager looks back at more VW Motorings of old

46 DIARY DATES
Revised and updated

49 BACK ISSUES
Update your collection of VWs thanks to our back issue service

54 NEXT MONTH
What to expect in the September issue

64 SECONDHAND BUYER'S GUIDE
All you need to know about buying a Polo Mk2

78 BACKCHAT
Tim Stiles offers advice on getting the most from your engine

Q&As

34 ANY QUESTIONS
If you're stuck for an answer help is at hand thanks to our panel of experts. For all the latest questions and answers, log onto www.vwmonline.co.uk

Buyers' guide

56 PRODUCTS
Loads of sexy stuff to make your car a star!

60 WEB REVIEW
Bernard Newbury is a site worth surfing to

62 BREAKERS YARDS
Volksapart may well have the bits your precious Volkswagen needs

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Welcome

Standing in frozen snow, 3000 metres above sea level, is not the sort of place you'd expect to find a luxury car launch. But there I was, snow boots on and scarf wrapped about my neck, ready for the unveiling of Volkswagen's Passat W8, a four wheel drive V8 luxury car which, according to industry rumours, will retail at under £30,000.

Volkswagen's eagerly awaited V8 lump is the start of a long programme of engine development. A V12 and a V16 are already being worked on. The 8.0-litre W16 engine will be unveiled in the new Bugatti EB16 (a company which is owned by VW) and will feature four turbos and will pump out an astonishing 1001 horsepower! That matches the most powerful turbocharged F1 cars in history, easily beating the McLaren F1 LM's 680bhp, which is the current record for factory road cars.

So you can understand why Volkswagen wanted to make a bit of a song and dance about the W8. For them, it marks the start of a new chapter in its life. For years the people's car, Volkswagen now occupies territory claimed by BMW and Mercedes. Turn to page 50 for our exciting first test.

Performance is our watchword this month. If you fancy getting all worked up lusting over polished 16Vs then you'll want to have a word with our cover star Andy Voss, who's Oak Green Mk2 adorns our supplement.

Or how about a Bay window camper with a Jaguar interior? (Page 41). Believe me it's worth reading to find out how it's been done. Then there's always that gorgeous Cabrio Beetle restored for under £5000 (Page 16). Or a brand new Mk1 Golf GTI from South Africa now on sale over here? So many cars, so little time! Best get that kettle on...

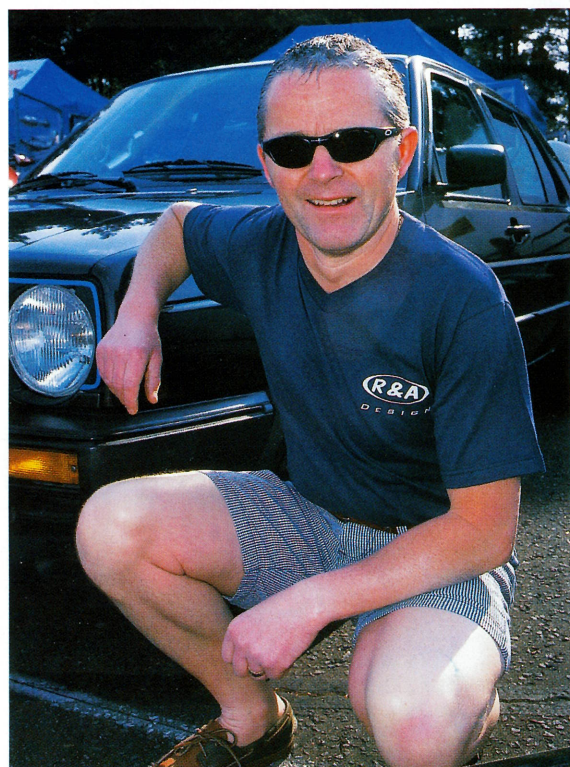
Enjoy the issue.

DAVID CORFIELD, editor



Performance

Unlimited!



If you thought the Golf Rallye is the ultimate Mk2 Golf think again. Not only is the G60 Limited the fastest Mk2 ever made, but it's also the rarest with only 70 examples ever having been built.

When it comes to the world of high-performance Golfs there's no doubt that the most highly-tuned examples are to be found in the custom areas of the GTI shows. But by the same token it

doesn't follow that only a modified Golf can be wild - when VW flex their muscles they can create some pretty impressive machinery.

However, unlike some of the more radically styled vehicles, when VW build a seriously quick Golf they don't scream about it

from the rooftops. Just look at the plain-looking G60 Limited Edition. To the casual observer it's just a black five-door GTI with a blue-trimmed grille. Surely such an innocuous looking Mk 2 can't be anything too special?

Okay, well try this for size. Four-wheel drive. Supercharged

16V. 210bhp. 142 mph top speed. One of only 70 versions built by VW Motorsport. It must be the ultimate example of a sleeper - a proper 'Q' car.

Best of all, is how the heads of VW introduced the G60 Limited Edition to the press. In typical understated fashion, the head of VW Motorsport, Klaus-Peter Rosorius commented that the idea behind the project was to build 'a nice elegant-looking Golf without any exterior alterations, that incorporated a number of interesting underbonnet changes.'

Who else but Volkswagen would describe a fire-breathing 210bhp supercharged 16V engine as 'interesting'?!

In fact the Limited Edition is easily the most 'interesting' Mk 2 Golf ever built. For starters it wasn't built on the main Wolfsburg production line, but at VW Motorsport's main base in Hanover. Each car was hand assembled by their motorsport

technicians, with each taking a week to complete (during which time Wolfsburg could churn out several thousand cars).

THE STARTING POINT was a bodysell featuring both Golf Rallye and Golf Syncro five-door features - the inner wheel arches for example are from the Rallye, while the outer wheelarches are standard Syncro-style items (rather than the flared arches and spats employed on the two-wheel drive G60). The windscreen too is a Rallye-style bonded-in item and is said to add a little torsional rigidity to the bodysell.

Only seventy of these lovingly-crafted Mk 2 Golfs were constructed, each being sprayed in metallic black and featuring a blue-trimmed grille. This was unusual in itself as it was a 'twin lamp' item rather than the quad-headlamp version sported by all other high-performance Mk 2 Golfs bar the Rallye. In fact, other than the tasty split-rim BBS alloys, the only exterior clue that this was no 'ordinary' Golf was just a couple of discreet VW Motorsport badges attached to the grille and rear panel.

In fact to the average Joe in the street, to all intents and purposes the Limited could be just a five-door GTI with different badges and a blue-rimmed grille. Which is just the way

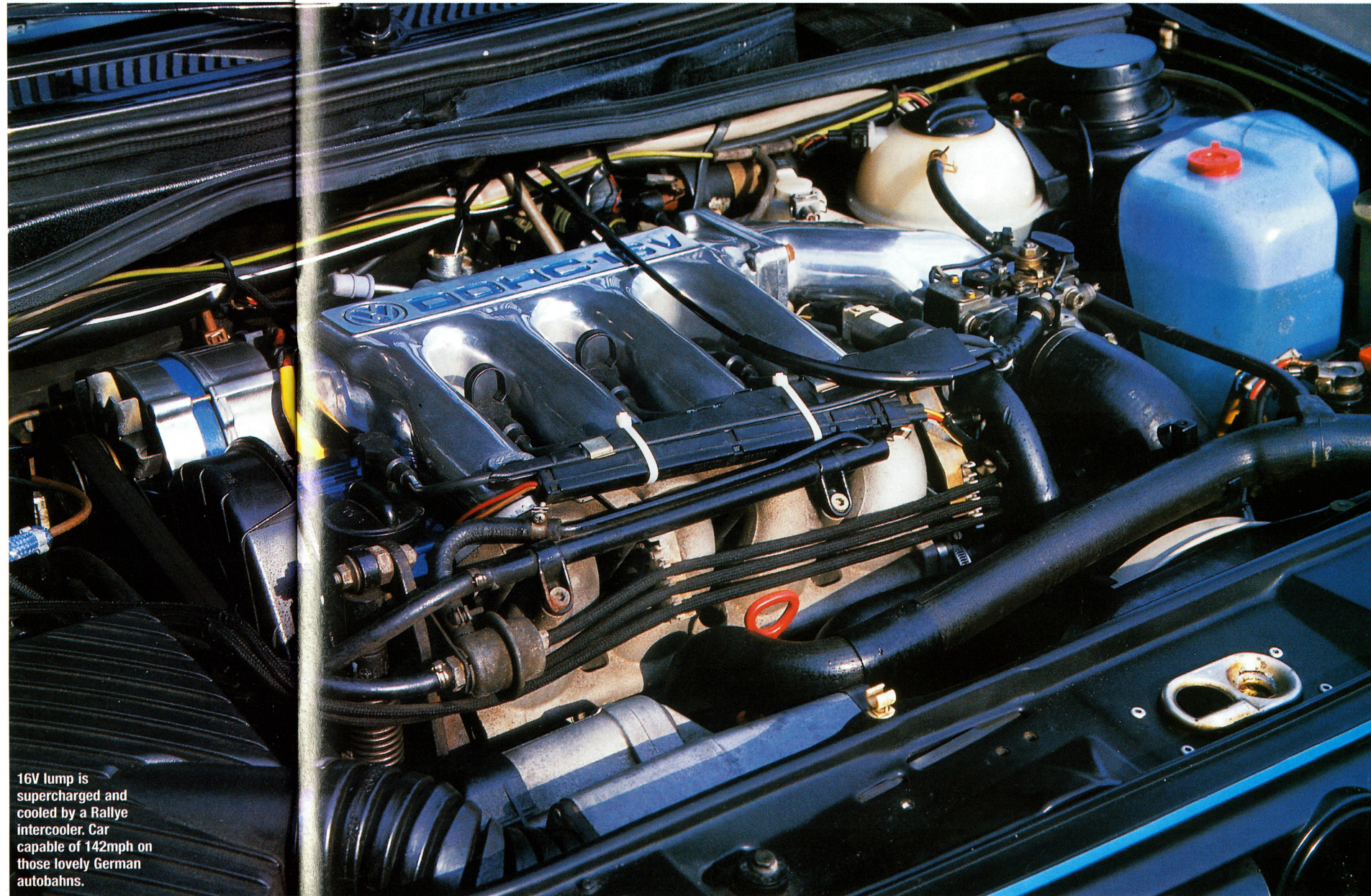




That badge says it all. Guard it with your life as it means your car is special. very special. One of only 70 ever made special...



Not the standard alloys but a nice alternative to the standard BBS items. Wheels, like the rest of the car, highly buffed!



16V lump is supercharged and cooled by a Rallye intercooler. Car capable of 142mph on those lovely German autobahns.

VW wanted it to be.

Under the bonnet, you get the first indication of just how wild the Limited really is. Shoehorned into the engine bay is a 16V engine mated up to a VW Motorsport-tweaked G-Lader supercharger, cooled by a Rallye intercooler and a large capacity radiator. An individually-numbered engraved plaque indicates that this particular Limited is No. 41 out of 70.

Transmitting the power to the ground is a VW Motorsport clutch and the 02A cable-change gearbox found in the Rallye (and said to be notchier than the GTI-style rod-change 'box'), which has a reputation for being bulletproof.

A Rallye-style braking system comprising beefy 280mm front vented discs, rear discs, and ABS helps haul the car down from its Autobahn storming 142mph top speed.

Although the exterior of the car is pretty frill-free, the same can't

be said for the interior, which boasts a whole load of electronic gadgets. As it should: at the time the Limited's purchase price was double that of a Golf GTI 16V (which retailed at around £12,000).

Limited drivers get cosseted in black leather trimmed seats (the front ones being heated), with power-steering, electric windows and mirrors being standard equipment. Naturally, central-locking is standard, as is a sunroof and an electric headlamp-levelling control.

The leather trim also extends to the doorcards, handbrake cover, steering wheel rim and the gearlever gaiter. The only clue to the performance of the car is provided by the VW Motorsport gearknob.

THIS PARTICULAR EXAMPLE belongs to Rick Walkner, from Grimsby. If his name sounds familiar, it should: Rick is the

Although the exterior of the car is frill-free, the same can't be said of the interior



Boot is not as deep as the standard Mk2 because of the car's 4WD mechanics

owner of R&A Design, the well-known firm who specialise in body styling parts, sports exhausts and accessories for most types of water-cooled Volkswagen.

For those of you unfamiliar with the company, it was officially founded in 1994 as a full time company, expanding to new premises in Grimsby in 1997. Specialising initially in just Volkswagens, Rick has since branched out into other marques and reckons that the French GTI market - Saxos and 106s - are currently amongst his strongest lines.

It was actually through his business that Rick first got to hear about this particular G60 Limited, which at the time belonged to a guy called Kevin Smith. As Rick explains: "Kevin used to do a few bits of paintwork for me, as he owned a massive garage. He also used to be responsible for running Volkswagen's massive



Interior of the Golf Limited is a leather-clad delight. Rick's car is a rare right-hand drive conversion done extremely well. Most remain in the original LHD condition.

distribution centre at Grimsby.

"In 1990 the G60 Limited was one of the test cars on the Volkswagen Press Fleet that were lent out to journalists. It was used as a press car for about nine months to a year, at which point Kevin bought it off them.

"It was then professionally converted to right-hand drive by Kevin's garage using all genuine parts. It then got used as a runabout by his wife - Kevin used to have all sorts of other cars, including a Corrado." During this time, the car was maintained with almost religious zeal, and was serviced every 2,000 miles, and even had two cambelt changes.

By 1995, VW changed plans and Kevin found himself no longer in control of the Grimsby distribution centre. At the same time his garage business was taken over by the Dixon Motor Group. It was at this point that he offered Rick the first refusal on his rare G60 Limited, which had only covered 15,000 miles at the time. Needless to say Rick bit his arm off...

Since then, Rick has used the car as a second vehicle, using it only once or twice a week and well and truly pampering it. He's also taken the opportunity to treat it to a few of his bolt-on goodies - nothing irreversible you

understand - and it often takes pride of place on the R&A stand at VW shows.

The most obvious addition has been a smart set of R&A's Schmidt TH Line alloys, which are a whopping eight inches wide and shod with 215/50-15 tyres. Rick points out that "they don't catch at all, either" - probably due to the extra clearance offered by the Rallye inner arches.



EAGLE-EYED

READERS may also have spotted the Milltek stainless steel tailpipe poking out of the back valance - this is a custom-made system that Rick had specially built for the car. To complement this system he's also slipped a K&N panel air filter into the original airbox.

The only other subtle tweaks he's made to the car have been to spruce up the engine bay by polishing the manifolds and colour-coding the rocker cover. Rick is at pains to point out though that "it can all be returned to stock."

However, although the subtle looks of the car are very appealing, it's the performance that Rick really rates. "It's much better than a VR6", he comments, "and it has a wave of torque from about 3,500rpm all the way to 7,500rpm. When it comes on power it's very rapid."

Rick, does admit though that he rarely drives the car hard and doesn't really use it that much at all. "It's for this reason - and to fund future plans for the business - that I've decided to offer it for sale. I'd really like it to go to some enthusiast who will be able to get more use and enjoyment out of the car than me."

So if you fancy owning one of the most desirable Mk 2 Golfs of them all - and easily the quickest - you'd best give Rick a ring at R&A Design (01472 811711). Just make sure you're prepared to offer over £9,000, or £10,000+ if you also want the Schmidt alloys.

There were only 70 Limiteds ever built and as far as we're aware, there are currently only four in the UK (one owned by a Scot, one by the former H2O Konnection and one with roof bars based around the London area).

Just think, for less than the price of brand-new Skoda Fabia

Technical specifications

- **Model:** G60 Limited Edition No.41
- **Year:** 1990
- **Bodywork:** Based on five-door Syncro bodysell, with Rallye-style front inner arches (but GTI-type wings, not G60 items), tinted glass, bonded windscreen, unique extra-deep front bumper and indicators. Mods: professionally converted to righthand drive by previous owner.
- **Colour:** Metallic Black
- **Engine:** Hand assembled by VW Motorsport. Based on a 1781cc 16V block featuring a VW Motorsport-fettled G-Lader supercharger running at 23psi boost (1.56bar). Compression ratio of 8.8:1. Digitant fuel injection. Full-size Rallye intercooler, enlarged capacity radiator. Twin 3-way catalytic converters. Uses Super Unleaded. Cable-operated 02A gearbox and VW Motorsport clutch. Bolt-on mods: polished manifolds, colour-coded rocker cover, K&N panel air filter, custom made Milltek stainless steel sports exhaust.
- **Max Power:** 210bhp @ 6,500rpm
- **Max torque:** 186lb ft @ 5,000rpm
- **Manufacturer's Performance Figures** 0-62mph: 7.4 secs
- **Top speed:** 142 mph
- **Brakes:** Front: 280mm vented discs. Rear: 239mm solid discs. ABS fitted as standard.
- **Wheels:** Schmidt 'TH' Line 8 x 15-inch alloys / 215/50-15 inch tyres (original: BBS'RM' split rims in 6.5 x 15-inch size)
- **Interior trim:** Black Leather trim, electrically-heated front seats, central locking, power-steering, electric windows and mirrors, sunroof, electric headlight-leveling control.
- **Cost New:** Approximately £24,000

1.4 you could be behind the wheel of a real piece of Volkswagen folklore. Can you imagine the fun you'll have when your 'Plain Jane' five-door Golf creams away the opposition at the traffic lights?